

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
MULTIPLE PROPERTY DOCUMENTATION FORM**

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

☒ New Submission ☐ Amended Submission

A. Name of Multiple Property Listing

Historic Resources of Sullivan's Island, South Carolina

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

- | | |
|---------------------------------|--------------------------------|
| 1) Resort Community | Resort Community, 1830-1955 |
| 2) Military Facilities | Military Facilities, 1809-1947 |
| Sub: Fort Moultrie | Military Facilities, 1809-1947 |
| Sub: Expansion of Fort Moultrie | Military Facilities, 1897-1947 |
| Sub: Coast Guard Station | Military Facilities, 1891-1898 |

C. Form Prepared By

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D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. (____ See continuation sheet for additional comments.)

Signature and title of certifying official

Mary W. Edmonds, Deputy SHPO, S.C. Department of Archives and History, Columbia, S.C.

Date

State or Federal Agency or Tribal government

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register

Signature of the Keeper

Date

Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and the title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in *How to Complete the Multiple Property Documentation Form* (National Register Bulletin 16B). Fill in page numbers for each section in the space below

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 120 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the National Register of Historic Places, National Park Service, 1849 C St., NW, Washington, DC 20240.

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E. Statement of Historic Contexts

Sullivan's Island is located at the mouth of Charleston Harbor and has played an important role in the region's history since the earliest days of English settlement in South Carolina. The development of the island's community has traditionally been closely associated with both the defense of the harbor and the summer recreation habits of Charleston and surrounding communities.

Setting

This Island is a very singular one. It consists of little else than the sea sand, and is about three miles long. Its breadth at no point exceeds a quarter of a mile. It is separated from the main land by a scarcely perceptible creek, oozing its way through a wilderness of reeds and slime, a favorite resort of the marsh-hen. The vegetation, as might be supposed, is scant, or at least dwarfish. No trees of any magnitude are to be seen. Near the western extremity, where Fort Moultrie stands, and where are some miserable frame buildings, tenanted, during summer, by the fugitives from Charleston dust and fever, may be found, indeed, the bristly palmetto; but the whole island, with the exception of this western point, and a line of hard, white beach on the seacoast, is covered with a dense undergrowth of the sweet myrtle, so much prized by the horticulturists of England. The shrub here often attains the height of fifteen or twenty feet, and forms an almost impenetrable coppice, burthening the air with its fragrance.

Edgar Allan Poe, *The Gold Bug*, 1843

Sullivan's Island is located at the mouth of Charleston Harbor. The 4.3-mile long island is a generally L-shaped long narrow barrier island with its shorter westernmost leg extending in a generally southeast to northwest direction and its much longer body extending in a generally southwest to northeast direction. The island fronts on the Atlantic Ocean which lies to its southwest and south. Marshland, across which flow the Sullivan's Island Narrows, the Intracoastal Waterway, and Conch Creek, separates the island from the mainland to the north. Breech Inlet, a narrow watercourse, separates Sullivan's Island from the Isle of Palms to the east. As a barrier island, Sullivan's Island is constantly being changed by the forces of the ocean and by periodic storm forces. Over the past century, the land area of the island has been increasing, as accretion has gradually extended it further toward the ocean.

The physical character and vegetation of the island is typical of that found on other barrier islands along the South Carolina coast. Beaches line the oceanfront side of the island extending in varying widths from the water to a series of sand dunes. The remainder of the island to the rear of the dune line is generally flat with the general exception of a series of man-made mounds constructed in the late-nineteenth to mid-twentieth century as part of a system of coastal fortifications. Natural vegetation on the island includes sea grasses, myrtles, palmettos, oaks, and other trees.

Settlement and Early Development of Sullivan's Island

Sullivan's Island was named for Captain Florence O'Sullivan, who came to the colonies in 1669. O'Sullivan was elected to South Carolina's First Provincial Parliament in 1672 and on 30 May 1674 was appointed to take charge of a signal cannon that was placed on the island was to be fired as a warning of the approach of ships into the harbor to Charles Towne, then located upriver at Albermarle Point. O'Sullivan's post established the island as an important component of the harbor's defenses, a role that it would retain until World War II.

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Various legislative acts refer to the maintenance of the "watch house on Sullivan's Island" throughout the remainder of the 17th century. In 1700, the legislature passed an act "to encourage strangers to come to this port (Charleston) by making Sullivan's Island more remarkable, by building a new lookout and buoying the channel." In 1714, it passed a further act to appoint Commissioners to layout streets and regulate police.

In addition to its role as a coastal defense and marking station, the island also served as the location for the harbor's early pest houses or lazarettoes. These structures were built as quarantine stations for all domestic and international travelers entering Charleston who were thought to present a potential risk for the spread of disease. A 1707 legislative act called for the construction of what was probably the first pest house on the island and an act of 1753 called for the replacement of a pest house that had been destroyed by a hurricane.

Military Facilities, 1809-1947

Evidence suggests that the island remained sparsely populated in the years prior to the Revolutionary War. In early 1776, construction started, under the command of Col. William Moultrie, on the first substantial fortification on Sullivan's Island, to be built of sixteen foot thick palmetto log cribbing filled with sand. Work was completed on the beachfront and part of the northern front by June of that year when Sir Peter Parker's British forces attacked the fort and its thirty-one guns. Elsewhere on the island, toward Breach Inlet, Col. William Thomson, with 780 troops, fought off an attack by 2,200 British soldiers under the command of General Henry Clinton, who attacked from the Isle of Palms (then called Long Island). Moultrie's command held against great odds and was victorious.

Fort Moultrie, 1909-1947: (Fort Sumter and Fort Moultrie National Monument) In 1796 the U. S. government acquired four acres of land from the state on which to erect a replacement for "Moultrie's Fort" (or "Fort Sullivan") which had been washed away by advancing tides. This replacement earthenwork fortification was itself destroyed in a heavy storm that occurred 1-2 October 1803. Plans for a third Ft. Moultrie were developed by Maj. Alexander McComb, U.S. Army Corps of Engineers, in 1809. The new fort was approved by the Secretary of War and completed by 1811.

In December 1860 the Federal garrison at Fort Moultrie abandoned the fort in favor of the stronger Fort Sumter. Federal ships and shore batteries began a twenty-month bombardment of Forts Sumter and Moultrie in April 1863. The Confederate army evacuated the greatly damaged forts in February 1865.

Expansion of Fort Moultrie, 1897-1947: Fort Moultrie was all but abandoned after the Civil War and soon fell into disrepair. The last troops were mustered out on 10 December 1866 and no regular garrison was reinstalled until 1897. During Reconstruction, Congress passed a Fortifications Bill in March 1871 that resulted in sporadic work at Fort Moultrie lasting until 1876. This work included the construction of foundations for magazines and gun platforms, guardrooms, and bombproofs as well as the installation of several pieces of artillery. The fort was nearly abandoned again after 1876.

Work on Fort Moultrie resumed in 1897 largely as a result of growing tensions between the United States and Spain. In October of that year, elements of the 1st U. S. Artillery were stationed at the fort and work began to improve its fortifications. The Spanish American War lasted only from February 15 to December 10, 1898 and was ended by the Treaty of Paris, under which Spain left Cuba and ceded Guam, Puerto Rico and the Philippines to United States. Following a plan for coastal defenses that had been developed in 1885 by a board headed by then-Secretary of War William C. Endicott, Fort Moultrie was greatly expanded with improvements

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to its batteries, the addition of numerous guns, and the mining of Charleston harbor. Over the next several years additional improvements were made to the fort. Six thousand dollars was allotted in 1898 for the construction of a new battery to contain two rapid fire guns. Named for Horatio S. Bingham, Battery Bingham was ready for the installation of its guns by June 1898. In December, \$9,500. was allotted for the construction of Battery McCorkle with three rapid fire guns. It was quickly followed by Battery Lord, with two guns; Battery Jasper, with four 10" disappearing rifles; Battery Logan, with two 6" guns and one disappearing rifle; Battery Thomson, with two 10" disappearing rifles; Battery Gadsden with four rapid-fire guns; and Batteries Pierce Butler and Capron with sixteen mortars.

In 1902, the government took possession of much of the land between Station 12 and Station 18 for the expansion of the fort. A great deal of construction was carried out between 1902 and circa 1930 as housing and support facilities were constructed for the fort's growing garrison. In 1906, the state legislature revoked the charter of the Town of Moultrieville. A township government was established immediately thereafter, and established the Town of Sullivan's Island.

Fort Moultrie again expanded in the years immediately prior to and during World War II. The Marshall Reservation had developed as a large gunnery range at the eastern end of the island, extending from the present Station 28-1/2 Street all the way to Breach Inlet. It was developed to include a large gun emplacement and other facilities and during the war served as a point of departure for troops bound for overseas,

The fort was deactivated in 1947 and most of its property was dispersed by the War Assets Administration, either being sold to private individuals or turned over to the State of South Carolina or the Township of Sullivan's Island. Each section was eventually converted for residential use. At the present time, the old section of Fort Moultrie, as well as Battery Jasper, is part of the Fort Sumter National Monument, administered by U. S. National Park Service as a historic site.

Coast Guard Station, 1891-1898: (listed in the National Register, 1973). The U.S. Coast Guard Station on Sullivan's Island is the oldest extant life saving installation on the South Carolina coast. The town of Moultrieville deeded five acres of land to the U.S. government in 1891 for the establishment of a life saving station. Additional land was donated in 1896 to compensate for land lost to erosion. Three buildings were constructed in 1891: an administration building, a boathouse, and a garage. An earthenwork bunker was added in 1898 during the Spanish-American War and a concrete light house was constructed in 1962.

Resort Community

An act of the state legislature in 1787 appropriated the island for public purpose and made all grants of land made after 21 March 1784 invalid. The result of this act was that no land acquired after that date could be owned in fee simple. Possession of lots was through the granting of "licenses"; these became "licenses to build" and led to the custom of erecting a small two-room "keeping house." Some lots were "pre-empted," a type of squatter's rights, where building a house resulted in being issued a license after the fact. These lease forms of tenancy remained in effect until 1968 when the township began to grant fee-simple titles.

In 1791, the legislature passed an act that allowed those who might find it "beneficial to their health to reside on Sullivan's Island [to] have liberty to build on said island a dwelling...and the said person... shall have exclusive right to the same...delivering up the same when demanded by the Governor or Commander in Chief for the time being." Despite the lack of fee-simple ownership, lots were assigned and houses built. Between

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1796 and 1799, town commissioners were appointed, property was assessed, streets were laid out, the pest house was removed, and Sunday gambling was prohibited.

By the time the town of Moultrieville was incorporated in 1817, as many as two hundred houses may have been in existence. Most of the town's early population was made up of summer residents from Charleston, as the fort was not heavily garrisoned at the time. In 1819 the town's charter was amended, so that in order to claim a lot, a dwelling house had to be erected. Between the Revolutionary and Civil Wars, Moultrieville's population appears to have continued to grow, although it was affected by activity or inactivity at the fort and occasional storms or other disasters.

Francis Hall, an Englishman, wrote about summertime in the Charleston area in the early 19th century, saying: "All the inhabitants who can afford it, then fly to a barren sand-bank in the harbour, called Sullivan's Island, containing one well, and a few palmettoes: here they dwell in miserable wooden tenements, trembling in every storm, lest (as frequently happens) their hiding places should be blown from over their heads) or deluged by an inundation of the sea."

The island has always been exposed to natural disasters. The most memorable were the hurricanes of 1893, 1911, 1916 and 1989 which destroyed buildings in large sections of the island. As early as September 1752, a storm hit the area killing about one hundred people in and around Charleston, nine of them on Sullivan's Island. In 1816 lightning struck the steamboat Enterprise resulting in two deaths and ten injuries. Major hurricanes damaged the island again in 1822 and 1845, and half of the fort's garrison was wiped out by a yellow fever epidemic in 1845. An article in the Charleston News and Courier on September 11, 1854 mentioned that the Point House, a hotel, had been destroyed in a hurricane. A cyclone did extensive damage in 1885; the Charleston earthquake of August 1886 affected several buildings on the island, and a tornado touched down in 1938 destroying at least fifteen houses.

Access to the island was provided by ferries and steamboats throughout the 19th century. Hibben's Ferry operated between Mount Pleasant and Sullivan's Island between 1798 and 1821. The ferry boat Hildegard was operated by the Pressley and Mintz families, making trips between the tip of Sullivan's Island and Adgers Wharf in Charleston.

By the 1840s, an English visitor, Frederick Adolphus Porcher, described the island in his journal: "The difficulty of living on the Island was great. An irregular market was held, but too uncertain to be depended upon. The steamer which came every day from the City left too early to permit anyone to get his market supplies in that way, so we were obliged to depend on poultry."

The areas to the east of Moultrieville, referred to as "The Myrtles" because of the abundance of woodland and myrtle bushes found there, developed slowly during the 19th century. Porcher's journal described it: "This portion of the Island had been well peopled) but after the storm of 1822 people were afraid, and its proximity to the marshes also made them afraid of fever. It was now almost abandoned, the only houses in the neighborhood being those of Judge Huger and Col. I'on on one side, and the elegant mansion of Gen. Pinckney on the other."

On the eve of the Civil War, it appears that most of the island's population, predominantly summer residents, were still concentrated on the western end of the island. The war itself had a devastating effect, with constant bombardments resulting in the destruction of most of the island's buildings.

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After the war, the island's summer residents returned and much of the western half of the island was again covered by houses by the 1870s. The first post office on Sullivan's Island, Moultrieville Post Office, was established in 1875. A bridge from Mount Pleasant is reported to have been built during the Civil War, and with the coming of the trolley line, several smaller neighborhoods began to be developed on the eastern end of the island during the late 19th and early 20th centuries. Maxwell Anderson, a lumber mill operator and real estate developer, floated lumber over from Charleston, and laid out several lots on which were constructed houses for his mother and brothers. The neighborhood was referred to as "Andersonville" by island residents.

The 1890s saw a major development in transportation to the island. In 1898, Dr. Joseph Lawrence became interested in developing the Isle of Palms as a resort area and promoted the Charleston and Seashore Railroad Company. Lawrence became the company's first president and presided over the construction of a trolley line from Mount Pleasant, through Sullivan's Island, to Long Island (now Isle of Palms). In addition to the line's eight miles of track, a power house was built on the island and bridges were built between Mt. Pleasant and Sullivan's Island, across Cove Inlet, and across Breach Inlet between Sullivan's Island and the Isle of Palms. Early in the trolley line's history it was also possible to bypass Mt. Pleasant by taking a ferry from Charleston directly to Sullivan's Island, where it was met by a horse or mule trolley. The last trip of a mule trolley was in July 1898.

The trolley line had an important impact on the island's growth as it made the eastern end of the island far more accessible and therefore more attractive for residential development. The trolleys had box cars large enough for furniture, commercial ice delivery, etc. and could be used to transport entire households to and from Charleston. On July 23, 1903, a post office was opened for Atlanticville, representing much of the land east of Station 22 (The Atlanticville Post Office was discontinued in October 1942). The trolley's generating station provided electricity for the island for the first time and telephone service followed in 1913. Houses continued to be built at a rapid pace, filling in between those that had predated the trolley line, so that by 1917 a plat of the island indicates houses on virtually every dry lot.

The trolley company's ferry Commodore Perry boarded at the foot of Cumberland Street in Charleston and traveled to Mt. Pleasant. In 1899, the Charleston and Seashore Railway Company was absorbed into the Consolidated Railway, Gas, and Electric Company, a company which would later be absorbed into the present day South Carolina Electric and Gas Company. In April of that year Consolidated acquired the Mount Pleasant ferry company and their ship Sappho. The company operated both ferries between Charleston and Mt. Pleasant, with trolley connection to Sullivan's Island and the Isle of Palms until the Commodore Perry, a former Confederate blockade runner, was sold circa 1910 and dismantled. Parts of it were reclaimed to build a house at 2662 Jasper Boulevard for the owner of Pregnall's shipyard in Charleston. The Lawrence catered to holiday makers and on special occasions provided direct service to hotels on Isle of Palms, complete with an Italian band.

In 1913, Consolidated formed a new company called the Isle of Palms Traction Company, with James Sottile as president and Julius Koster, William M. Bird, and M. Rutledge Rivers among its incorporators; and Santo, Albert, and Giovanni Sottile as major stockholders. The company operated the Sappho and Lawrence from a wharf near Gaillard (now Cumberland) Street in Charleston. Financial problems began to plague the Isle of Palms Traction Company after World War One, and in February 1924, the Sheriff of Charleston County seized and sold the ferry under court order. In June of that year, the Cooper River Realty Commission was established and reactivated the Sappho for service between Mt. Pleasant and Charleston only. The Lawrence

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was sold. At about this time, an independent steamer began to operate from Accommodation Wharf in Charleston to the Quartermaster's Wharf on Sullivan's Island, bypassing Mt. Pleasant.

In 1926, the Cove Inlet Bridge was opened to automobile traffic. The final blow to the trolley line came in 1929 with the opening of the Grace Memorial Bridge across the Cooper River from Charleston to Mount Pleasant. With ready access to the island by automobile, the need for the trolley line all but vanished. A lasting reminder of the trolley's impact on the community can be found in the names of many of its streets which represent trolley stops, or stations, along the route to the Isle of Palms. Prior to the official renaming of the Island's streets in 1968, street names had changed almost informally throughout the island's history, beginning as notations on plats, when streets were dirt tracks or paved with oyster shell. I'on Avenue was at one time Shell Street; Station 10 was also called Shell Street for a time; Station 19-1/2 was Wharf; Station 23 was Frost Street; Osceola Avenue was Cove Street or Main Street; Central Avenue was Cove Street as well for a while; Flag and Pettigrew were both called Bayonne Street. In 1968, the station numbers were reinstated, names related to Edgar Allen Poe were added (Poe, Goldbug, Raven), Railroad Avenue was renamed Jasper Boulevard, and several streets were renamed after some of island's World War I and II heroes (Brooks, Harvey, Brownell, and Keenan).

Sullivan's Island's principal attraction remained its breezes and beaches. The vast majority of the island's residents were summer residents, mostly from Charleston. Men could commute from their summer houses to their offices along the Cooper River waterfront and Broad Street in Charleston in a matter of an hour and a half each way. Small resort hotels, boarding houses, and rental cottages were prevalent, and the New Brighton Hotel opened in 1884. "Charleston, South Carolina: Its Advantages, Its Conditions, Its Prospects, A Brief History of the 'City By the Sea,'" an 1890 publication, said of Sullivan's Island: "There is one excellent hotel and a number of private boarding houses - all have been crowded this year. There are about two hundred and fifty cottages occupied in the summer by people from Charleston and the interior, and many built for rent to parties who make a visit occasionally."

The McCullough family moved from Columbia, acquired the New Brighton Hotel, and reopened it as the Atlantic Beach Hotel in 1896. The Breakers, a dance pavilion with snack bar and bowling alley, was located behind it on the corner. Weekly dances were held, attended by soldiers, summer people, and permanent residents. The first Breakers opened in 1925 and was torn down and replaced; the second was torn down as well circa 1935-1940. The hotel itself burned on the night of January 9, 1925 after a dance; houses have since been built on the site.

In addition to the Atlantic Beach Hotel, the Puritan Hotel and Augusta Boarding House operated early in the century. Other summer boarding houses included White's Boarding House, 2269 Atlantic Avenue, destroyed by hurricane in the mid-1940s; Myrna Brown's at 2262 Atlantic Avenue; a boarding house at 2317 I'on Avenue run by the McCullough family; Tranquility Inn, at 2308 Atlantic Avenue run by Mrs. Marian Smith; Miss Mattie Taylor's boarding house (before circa 1930s) at 2302 I 'On Avenue; Klofton's Boarding House (before 1944) at 2118 Pettigrew Street; and Mrs. Cudworth's boarding house, located at 2113 I'on Avenue (now gone), with 20-30 rooms with bath and full board provided. 2120 Middle Street was a boarding house run by Anton Hammerschmidt from circa 1885 through circa 1911. The Mazyck family residence at 1808 Middle Street was a boarding house from circa 1937 to circa 1941.

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Commerce on the island was largely limited to businesses that served residents and the fort. A cobbler's shop, coal business, and a number of small grocery stores, drug stores, billiard halls and other entertainment facilities developed and faded with the fluctuating size of the summer colony and the fort's manpower.

Typical of small enterprise on the island, the McGulre family's bakery was established to serve both the army and civilians. The business was started near Station 13. The 1902 expansion of Fort Moultrie forced its move up to Station 25 where it was called Mary Ann's Store. The business moved locations several times before finally changing hands; the Triangle Store (now gone) operated by the Simmons family, at Quarter Street and Jasper Boulevard, was the successor business of Mary Ann's. Kenyan's store at 2502 Jasper Boulevard, also housed the Atlanticville Post Office. Werner's Store, first located (1898) in the garage portion of 226 Station 19; then relocated to a larger building, now gone, was operated by Mr. and Mrs. Werner and their nephew Fritz. It was notable for sending a morning messenger to take orders for afternoon delivery; Fritz Weaver is said to have owned the first automobile on the island. Joseph McInerny, at 1820 Central Avenue, kept a small grocery, built by his father, that served as the Moultrieville Post Office from 1928 to 1930,

There was never a large commercial fish industry on Sullivan's Island, though the ruins of an old oyster factory remain on the lot at 2850 Jasper Boulevard.¹ Black vendors, who lived on Sullivan's Island or nearby areas, used small wooden bateaux to fish in the creeks along Breach Inlet, and walked up the island selling flounder, shrimp and vegetables. After the opening of the Cove Inlet Bridge, other vendors came in at Station 9 from Mount Pleasant and surrounding areas with mule wagons, and drove through the residential areas selling vegetables and fish. Early 20th century lumber and building contractors included John E. Blanchard and his children, John McInerny, the Welling family, and Maxwell Anderson.

Churches and Religion

Grace Episcopal Church was established in 1813 for summer residents of the island, with services held from June through October. In 1816, the church purchased a brick building originally constructed as a lazaretto. By 1823, there were 30 famines and 150 persons in the congregation, who typically belonged to other congregations on the mainland, with the exception of the officers and soldiers at Ft. Moultrie who regularly attended and did not belong to another church. An 1841 report of the church's membership stated that "services were held every Sunday morning, June through September, with 30 to 35 white children being catechized before service, and 12 to 15 colored after service. The Bishop this year confirmed five colored." During the Civil War, shells of U.S. forces on Morris Island destroyed the sanctuary's roof. The church appears to have disbanded after the war, and in 1879 it was reported that "The site has been sold and the proceeds are in the care of some of the former vestry." These proceeds later passed into the custody of the trustees of the diocese.

In 1891, the trustees of the church reported that they had purchased a lot at 1401 Middle Street for the building of a new Episcopal chapel. The "Chapel of the Holy Cross," designed by W. W. Deveau of New York, and built by Robert McCarrel, was constructed at a cost of slightly over \$6,000. The cornerstone was laid on 12 September, 1891, and the first service was held on 10 July, 1892. As a mission, or chapel, the church did not have a full-time minister; year-round services were conducted by William G. Mazyck, lay reader, with various Episcopal clergymen officiating during the summer. In 1902, with the expansion of Fort Moultrie, the federal government condemned the site; it was sold to the Army in 1904 for \$9,000. The keys were finally turned over to the government in 1907 and the building was used as a Post Chapel until 1947.

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A new "Chapel of the Holy Cross" was built at 2520 Middle Street to closely resemble the old chapel, with the memorial windows, beams and chancel being moved to the new building, and the first services were held here in June 1908. In 1911, the mission was put into the charge of an ordained minister for the first time, and services were held throughout most of the year.

With the beginning of World War II, few communicants were left on the island, and 2520 Middle Street was turned over to the Army for use as a first aid center. Holy Cross reopened as a mission chapel in 1947; with this building in disrepair, the congregation again met for a time at 1401 Middle Street while they fully restored the New Chapel of the Holy Cross. They returned to it, and in the early 1950s a dispensary and dental clinic were removed from the Fort Moultrie hospital complex, installed on the site behind the chapel and renovated as a Parish House. In 1962, Holy Cross was accorded parish status for the first time, and is now known as the Church of the Holy Cross.

After the deactivation of Fort Moultrie in 1947, the old Chapel of the Holy Cross, 1401 Middle Street, was sold by the War Assets Administration to J. C. W. Bischoff, who presented the building to the Town of Sullivan's Island. After several years of disuse, the structure was given to the South Carolina Lutheran Synod, and used by a newly formed Lutheran congregation as Evangelical Lutheran Church. The congregation later relocated to the Isle of Palms, where it exists as St. Mark's Lutheran Church, and sold the sanctuary building, two half lots behind it, and two houses to either side. 1401 Middle Street is now used as a private residence, but retains much of its historic exterior appearance.

The "New Post Chapel" at 1753 Central Avenue was a simple frame building with asbestos siding, constructed in 1944 as part of the World War II-era expansion of Fort Moultrie. With the deactivation of the fort in 1947, the Army no longer conducted services in either Post Chapel. On 1 July 1948, the War Assets Administration rented the New Post Chapel (or Fort Moultrie Chapel) to the Sullivan's Island Baptist Church, founded that year with 75 members. The church purchased the structure in late 1949 for \$4,500 and acquired a Pastorum nearby in 1951. Between 1949 and 1953, the church bought one of two long wings that made up the Army nurses' barracks, located across the street at 1739 Middle Street, and attached it to the sanctuary to use as a Sunday School building. In 1953, the large 50,000-gallon cistern behind the church was connected to it and converted for office space. The Keros property on Pettigrew Street was acquired in 1950, and is used as a youth department. The Sullivan's Island Baptist Church has continued to expand, and remodeled the church building in 1965 (adding brick veneer and a portico) and 1975 (completely reworking the interior). New rooms were added atop the cistern between 1985 and 1986.

The first Roman Catholic Church on Sullivan's Island was the Church of St. John the Baptist, located on the back beach near present-day Station 9. The church was first blessed in 1846 and was in use until 1872. The only public building to remain intact in Moultrieville after the shelling of Fort Moultrie by Federal forces, St. John's was destroyed by the cyclone of 1885.

1204 Middle Street, the site of Stella Maris Church was purchased in 1867 and the cornerstone was laid in 1869. Stella Maris Church was designed by John H. Devereux, noted Charleston architect and summer resident of the island who was active with the congregation. Tradition holds that shortly after purchase of the site, permission was given to the builders of the church by General Schofield in Washington, D.C., to use loose brick and stone scattered around Fort Moultrie after its shelling; this practice was stopped when the workers began to dismantle the walls of the fort itself to retrieve brick.

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Stella Maris Roman Catholic Church has had an active year-round congregation since its founding and the building has been remodeled several times. The tower was added by 1882; damage from the 1886 earthquake and 1893 cyclone was repaired in 1894. Stained glass windows were installed in 1955. Only after the deactivation of Fort Moultrie in 1947 was the threat of glass breakage resulting from the firing of large Rodman guns at the fort removed. The church rectory is located at the corner of Osceola and Middle Streets.

The Sullivan's Island Presbyterian Church was formed in March 1946 and first met at the Faith Cottage Camp owned by Star Gospel Mission of Charleston. In 1948, with the support of the Second Presbyterian Church of Charleston, the congregation acquired the Trustees Central Chapel on Middle Street, and remained there until it acquired the Sullivan's Island Graded School building at 2302 Middle Street in 1956. Major repairs and changes were made to this building in 1965, including a new roof and the addition of a steeple. Continued growth of the congregation during the 1970's resulted in plans to build a new church building. In 1977, the renamed Sunrise Presbyterian Church sold the former school and moved to a new sanctuary built near Breach Inlet.

The Union Chapel or Union Church, a frame building located on Middle Street now used as a residence, was constructed in the late-19th century as a Joint Protestant church. Ministers of several denominations took it in turn to come over from Charleston to preach in the chapel every week. The Mt. Zion AME church is located next to the old island school on Central Avenue.

None of the island churches had a cemetery, since summer residents were typically taken home to be buried. Many year-round residents were buried in Mt. Pleasant and downtown Charleston. Veterans, active military personnel, and their families were either taken home to be buried, or to U.S. military cemeteries. The township operated two cemeteries that were used into the 20th century. A lack of space and the high water table combined to render them unfit for further use.

Schools

Several buildings housed schools on the island. Summer residents went home with the beginning of school, but year-round residents and children of military personnel attended school together. Teachers were often boarded out with residents, or housed at 2314 Middle Street, which was owned by the Township until 1962. The Sullivan's Island Graded School, 2302 Middle Street was built in 1925 and sold by the School Board in 1956. A school was operated from 1904 to 1925 at 211 Station 22, now the home of Mrs. O. F. Blanchard. 2014 Central Avenue was built as a school circa 1890, and its use as a school has been reported until at least 1910. Stella Maris Church opened a parochial school at 1208 Middle Street in the mid-20th century. It has since become a part of Christ Our King-Stella Maris School on the Isle of Palms. After seventh grade students commuted to Charleston where they attended Memminger School, Charleston High School, or Bishop England School.

Conclusion

Since the 1940s, Sullivan's Island has seen considerable growth. Residential development occurred in the 1950s and 1960s on land that was formerly part of Fort Moultrie. The 1970s and 1980s have seen additional development, particularly along the beaches. Even with this growth, the island remains residential in character and has not experienced many of the other kinds of change that have affected many beach communities in the area.

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Hurricane Hugo did considerable damage to the Sullivan's Island's historic resources when it hit in September 1989. Preservation Consultants, Inc. completed an evaluation of Sullivan's Island's historic resources in early 1990. The report concluded that "the loss of historic structures on Sullivan's Island is staggering" and continued that "of the three hundred thirty sites surveyed for this project, forty-four represent lots which are vacant as of April 30." The study also noted that demolition was imminent for several additional buildings. In the aftermath of the storm and in the intervening years, numerous additional buildings have been demolished or altered. Since that time, Sullivan's Island has become one of the most popular island communities in the Charleston Area. Rising property values have contributed to a trend to replace traditional small-scale island houses with much larger modern houses that are out of scale with the surrounding neighborhood. In some cases, smaller historic houses have been expanded and altered to a degree where they no longer retain integrity. In 2003, the Town of Sullivan's Island began to change its planning and zoning regulations to help insure that future development would be consistent in scale with the island's traditional development pattern. In addition, the town passed a historic preservation ordinance to protect its remaining historic resources. The timing was critical, as an update of the 1987 survey conducted by Schneider Historic Preservation, LLC documented that 84 of the 360 sites recorded in earlier study (23%) had already been lost.

¹ No longer extant in 2006.

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F. Associated Property Types

Name of Property Type: Island Houses

Description

The architectural character of the traditional residential architecture of Sullivan's Island is directly related to the island's historic role as a resort community primarily serving nearby Charleston. Most of the island's houses were originally constructed as seasonal summertime dwellings. The fact that they were most often not their owner's primary residences affected the design and construction of the houses and often resulted in evolutionary construction. The climate on the island is also a harsh one for the predominantly frame construction of the houses, as they are subjected to extreme sun, high humidity, prevailing coastal breezes, and occasional hurricanes. Ranging from simple transient vernacular cottages to more elaborate permanent dwellings, each house reflects not only the personality of its original owners but also the changing tastes of subsequent owners and adaptations that were made in response to deterioration and damages brought on by climatic conditions. All of these factors have resulted in an eclectic mix of housing types that somehow manages to blend together with their landscape to form the island's unique built environment.

The 1987 historic sites survey identified larger concentrations of island cottages in Moultrieville west of Station 12 and between Stations 18 and 20-1/2 and in Atlanticville, between Stations 20-1/2 and 28. Unfortunately Hurricane Hugo in 1989 resulted in the loss of many of these houses and recent survey updates in 2003 and 2005 identified three much smaller concentrations: a portion of Moultrieville generally located between Stations 11 and 12; a smaller are located between Stations 18 and 18-1/2; and a larger grouping located between Stations 22-1/2 and 26. Within these areas, lot sizes tended to be relatively small with houses maintaining similar setbacks along each street. In most areas the houses were sited closer to their front streets.

Stylistically, the island houses of Sullivan's Island tend to be simple vernacular buildings with minimal stylistic embellishment. Most of the island's traditional houses are one story in height, often on a raised pier foundation. Scattered larger and more elaborate one and two story houses are also present. The earliest development pattern on the island included the construction of a two-room keeping house, necessary to retain one's license to a particular property. Over time, additions were typically made to expand the house as needed for the family's use. Often, this resulted in something of a rambling series of attached rooms. Numerous examples of this type of evolutionary pattern are found throughout the older sections of the island and form the most distinctive form of the island house. Such houses typically evolved to include a larger front core with secondary rear or side flanking wings. Most often the core includes a side gable roof with the wings often having hipped or pyramidal roofs, although gable roofs are also common.

A good example of a simple island cottage of this type is the dwelling at 2830 l'on Avenue. The house has a one-story three by one bay frame core with a side gable V-crimped metal roof. Small pyramidal wings are located at each corner of the rear elevation. A full-width porch across the façade wraps to the side elevations and terminates at the rear wings. A rear porch extends between the wings (now enclosed). Other good examples of this general form include 2018 and 2059 Atlantic Avenue; the Blanchard House at 2002 Central Avenue; 1857, 2114, 2430 and 2629 l'on Avenue; 2320, 2602, 2662 and 2702 Jasper Boulevard; 901 and 950 Middle Street; 317 Station 22; and 419-425 Station 23.

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Other property owners added architectural details to this simple form, typically of a folk Victorian style. This addition of architectural trim or the inclusion of an additional half story with dormers to the basic island house form resulted in houses that were somewhat more substantial in appearance, yet still rather simple in character. Examples of embellished cottages of this type include the Vincent O. Coste House at 1902 Central Avenue; 2068, 2268, 2501, 2651, and 2714 l'on Avenue; 2262, 2308, 2414, and 2668 Jasper Avenue; 923, 1001, 1026, 1102, 1103, 1109, 2002, 2320, 2430, and 2614 Middle Street; 1102, 1112, and 1118 Osceola Avenue; 2062 Pettigrew; and 211 Station 22. A notable example is "Porpoise Point" at 853 Middle built for C. Irvine Walker circa 1880.

Several houses exhibit grander proportions and details and are the rare surviving examples of the few larger cottages historically built on the island. The William Gaillard Mazyck House (circa 1911) at 1808 Middle Street is a large two story dwelling with a hipped roof, full façade two-tier porch, and stained glass transoms at the French doors that access the porch. The Dr. John B. Patrick House (circa 1870) at 1820 Middle Street is a large one-story house on raised finished foundation level.

A number of more eclectic houses were constructed on the island in the latter 1800s and early 1900s. Among the notable surviving examples are the Devereaux Mansion Gatehouse (circa 1875) 1820 Middle Street and "The Poker House (circa 1870) at 1820 l'on Avenue. The Devereaux Mansion Gatehouse is a one-and-one-half story frame dwelling with a mansard roof and two and three story corner towers. It originally served as the gatehouse for a much larger mansion constructed by noted Charleston architect John Henry Devereaux that was torn down in the 1940s. "The Poker House" is one story octagonal house that was constructed circa 1870 as a clubhouse for Dr. John B. Patrick's sons. The house was later converted into a residence.

Other island cottage house forms include two T-shaped houses with front-facing T wings (2508 Atlantic Avenue and 2408 Myrtle Avenue) and a number of two story houses that are similar in character to the smaller one-story cottages. Examples of two story houses of this type include: 1820 Central Avenue; 2302, 2402, 2520, and 2705 Jasper Avenue; 1111 and 2314 Middle Street; and 2262 Myrtle Avenue.

In addition to the traditional island cottages, a number of houses built on the island are typical of folk architectural forms common to the entire region. Included in this group of buildings are several simple rectangular houses with side gable roofs and a number of pyramidal and gable front form houses. Rectangular examples include 2320 l'on Avenue and 1010 Osceola Avenue; pyramidal examples include 2216, 2220, 2257, 2514, and 2724 Atlantic Avenue; 2262 l'on Avenue; 2430 Jasper Avenue; and 924 and 927 Middle Street; and gable front examples include 2206, 2208, 2214, and 2314 Jasper Avenue.

Island houses on Sullivan's Island are typically of frame construction traditionally with wood weatherboard or novelty siding. Many of the houses historically had wood shingle or raised seam metal roofs although no examples of the former and only scattered examples of the latter remain. Common existing roofing materials include asphalt shingles or V-crimped metal. Most houses were built on low brick or wood piers, although examples of taller placement are relatively common.

Significance

The island houses of Sullivan's Island are significant under National Register Criterion A and C. The resources are historically significant as they reflect the island's traditional role as a summer resort community that primarily served the residents of Charleston from circa 1830 to circa 1950. The resources are also

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architecturally significant as period examples of resort architecture spanning the entire period of significance. The period of significance for the island houses of Sullivan's Island dates from circa 1830 when the earliest extant dwelling was constructed through circa 1950 when several houses were built on the former Fort Moultrie which had been deactivated in 1947.

Registration Requirements

In order to qualify for listing in the National Register as part of this property type, resources must have been historically built as residences during the period from circa 1830 through 1950. To be eligible for registration under Criterion A or C, a resource should retain its overall historic form, its architectural detailing, and continue to possess materials that evoke the period of construction or historic alteration.

Integrity

Assessing the integrity of historic resources on Sullivan's Island must take into consideration the circumstances of its coastal climate conditions and, in the case of smaller scale resort architecture, the often evolutionary nature of their design and construction. The humid subtropical climate, typically hot sunny conditions, and prevailing ocean winds are particularly harsh on the island's mostly wood framed and clad buildings, resulting in the need to periodically replace weathered or deteriorated materials. In addition, the island has been hit by major hurricanes in 1893, 1911, 1916, 1940, 1959, and 1989, all of which caused significant damage to buildings and their material components. In the case of resort-related resources, many were constructed over a period of time. As these buildings were often second homes for transient occupants, in many cases they were built or remodeled inexpensively by under-skilled builders or utilizing inferior or salvaged materials.

Location: The significant buildings and landscape features of the property must retain their historic location. It should be recognized that coastal climatic conditions and the historic nature of resort development has frequently resulted in the movement of buildings either within the confines of their properties or to alternate locations. Such resources will be considered to retain integrity of location if they were relocated more than fifty years ago or if they were relocated within their historic property boundaries in such a manner as to not alter the historic visual relationship of the resources on its site.

Design: The layout of buildings and of the surrounding lands should exhibit an organizational pattern that is characteristic of the historic development and use of the property. Many of the resort houses on Sullivan's Island were evolutionary in terms of their construction, often starting with a very small single-room dwelling to which successive additions were added. Resort houses on Sullivan's Island will be considered to retain integrity of design if their overall historic appearance from major street vantages has remained intact for more than fifty years and where alterations and additions to non-major street vantages and private vantages are clearly secondary in terms of scale and design.

Setting:

Materials: Due to the harsh climatic conditions and frequency of hurricanes, considerable cyclical replacement of materials is commonplace to all resources on Sullivan's Island. Resort houses on Sullivan's Island will be considered to retain integrity of materials where they retain a substantial percentage of original materials or

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materials that are more than fifty years old, or where modern replacement materials match documented historic conditions in material, design and workmanship.

Workmanship: Workmanship in the houses of Sullivan's Island exhibits a wide range of skill levels. General, to retain integrity of workmanship, the workmanship of individual houses should be consistent with the level of workmanship historically associated with the house.

Feeling: Integrity of feeling gives a property its sense of time and place. Each historic resource on Sullivan's Island should evoke its own feeling - its connection with the past, and its place in the overall history of the area.

Association: A property should have integrity of association, the relationship between the place and its chain of owners and its community.

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F. Associated Property Types

Name of Property Type: Military Resources

Description

A substantial number of historic resources relating coastal defenses are scattered throughout Sullivan's Island. These resources can generally be grouped into three subtypes: 1) Residential; 2) Quartermaster's and Support Facilities; and 3) Fortifications. With the exception of the older Fort Moultrie (1809-1811), these resources date from the reactivation and expansion of the fort that occurred between 1895 and 1945. Other than the fortifications, most of the military-related resources are physically grouped according to their original function within the confines of the former fort complex. The fortifications are scattered throughout the island.

Subtype: Residential

The military-related residential resources include Senior and Junior Officers' Quarters, Bachelor Officers' Quarters, and Noncommissioned Officers' Quarters. Each of these groupings follows standardized architectural plans developed by the U.S. Army Quartermaster's Corps during the period. Other than minor differences and later alterations, each of the houses within each group were similar to one another.

Senior Officers' Quarters. The Senior Officers' Quarters include the base Commandant's Quarters (1702 I'on Avenue) and a row of nine similar Senior Officers' Quarters at 1718-1754 I'on Avenue. The house at 1710 I'on Avenue is a modern replica that replaced a ninth house that was destroyed by fire. The Commandant's Quarters are similar in design, yet considerably larger, than the remaining Senior Officers' Quarters.

The Senior Officers' Quarters are sited in a row along I'on Avenue which extends in an arc. The Commandant's Quarters is at the west end of the row and the remaining houses are evenly spaced to the east. The houses fronted the beach when originally constructed but over time sufficient land has accreted to allow for the construction of one additional street and three rows of houses.

The Senior Officers' Quarters (circa 1905) are typically two-and-one-half story T or L-shaped frame dwellings with hipped slate roofs with decorative exposed sawn rafter ends and interior end brick chimneys. Each house faces south and has a four by two bay wide core with a three by two bay rear T or L wing. Several of the houses also have a slightly projecting bay at the west elevation of the façade. A two-tier hipped porch extends across the full façade of the façade and wraps to each side around to the rear and typically continues along the east elevation of the rear wing. Porch posts typically have molded capitals and bases. Openings at the front facades typically include a series of French doors and wood two over two light double-hung sash windows with similar windows at the side and rear elevations. Exterior walls are clad with wood weatherboard siding and the houses rest on brick pier foundations. Interior details included pressed metal ceilings, mantelpieces with mirrored overmantels, molded window and door surrounds, and paneled doors.

The Commandant's Quarters is similar to the other Senior Officers' Quarters although somewhat larger. It's principal façade is five bays wide with a central entrance with transom and sidelights flanked to either side by two sets of French doors. The house is four bays deep and has a rear one-story T wing.

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Variations between individual Senior Officers' Quarters houses typically include the presence of lack of presence of a projecting bay at the façade and the position of the rear wing forming either a T or an L shaped form. Typical alterations have included the addition of dormers, often with small balconies, at the front slopes of the roofs and the partial enclosure of porches. As a group, the houses retain integrity of their association with one another and despite the minor alterations, each individual house also retains integrity. As they are among the most valuable historic houses on the island, each is very well maintained.

Junior Officers' Quarters.

The Junior Officers' Quarters are sited in a row along Middle Street and Central Avenue in an arc that generally parallels that of the Senior Officers' Quarters. Post Exchange building is at the west end of the row and the houses are evenly spaced to its east.

The Junior Officers' Quarters (circa 1905) are typically two story T-shaped frame dwellings with hipped slate or cross gable roofs with decorative exposed sawn rafter ends and interior brick chimneys. Each house faces south and has a two by two bay wide core with a one by one bay side T wing centered at its east elevation. A two-tier hipped porch typically extends across the full façade wraps along the entire west elevation. Porch posts are typically chamfered. Openings at each level of the front facades typically include an entrance at the east bay of the core flanked by a wood two over two light double-hung sash window. Similar windows are located at the side and rear elevations. Exterior walls are clad with wood weatherboard siding and the houses rest on brick pier foundations.

Variations between individual Junior Officers' Quarters houses typically include the use of a hipped or a cross gable roof. Typical alterations have included the addition of synthetic siding, replacement of porch post, and the partial enclosure of porches. As a group, the houses retain integrity of their association with one another and despite the minor alterations, each individual house also retains integrity. Each of the houses is typically in good condition.

Bachelor Officers' Quarters. The Bachelor Officers' Quarters building is located on the north side of I'on Avenue at the east end of the row of Senior Officers' Quarters.

Noncommissioned Officers' Quarters. A series of ten Noncommissioned Officers' Quarters extends along the south side of Middle Street between Stations 13 and 15. As originally constructed, each of these houses was a one-story frame dwelling, four by two bays in size, with a side gable roof. In recent years, all of the houses have typically been altered with the addition of synthetic siding, replacement windows, and additions. Due to the extent of these alterations, none of the individual resources nor the overall grouping retains integrity and are therefore not considered to be eligible for the National Register.

Barracks. The Barracks building, located at 1509 Middle Street, is a T-shaped one-story frame dwelling with a cross gable slate roof. The building has a less than full façade gable porch with chamfered posts and an off-center entrance flanked by single six-over-six light double hung sash windows. Originally constructed as part of a larger complex of barracks buildings circa 1900, the grouping included this building, a similar T-shaped building, and a larger rectangular building. The other two buildings are no longer extant.

Subtype: Quartermaster's and Support Facilities.

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In addition to the residential buildings constructed during the expansion of Fort Moultrie, a number of buildings relating to the activities of the Quartermaster and other related service facilities were constructed. The Quartermaster facilities were grouped toward the center of the fort, typically along Middle Street and Thompson Avenue between Station 14 and 16-1/2. Surviving at the time of the 1987 Historic Sites Survey were the following: the Administration Building; the Post Exchange; the New Post Chapel; the Commissary Storehouse; the Bakery; the Dispensary/ Provost Marshall's Office; Ordnance Storage and Office; the Quartermaster's Office; two Quartermaster's Warehouses; the Quartermaster's Dock; the Electric Shop; the Garage Area Building; a set Truck Repair Ramps; and a Reservoir.

Administration Building, 1701 Middle Street. The Administration Building (circa 1905) is a rectangular two-story frame building with a hipped slate roof with decorative shaped exposed rafter ends and two interior brick chimneys. The building faces west onto Station 17 Street and is located immediately north of the former Commandant's Quarters. A two-tier full width porch extends the full width of the building's façade and its upper level has historically been enclosed. The building was converted for use as apartments after the fort was deactivated without any major exterior alteration.

Post Exchange, 1714 Middle Street. The Post Exchange is a T-shaped one-story frame building with a hipped slate roof with decorative exposed rafter ends. The building faces south onto Middle Street and has a central entrance at its façade set within an oversized arched opening with sidelight and a large fanlight. The building was constructed as the Post Exchange and Gymnasium, for Fort Moultrie in 1906. It was converted for use as the Post Engineer's Office by 1945 and has since been converted for use as a residence. The exterior of the building retains its overall historic appearance and detailing.

New Post Chapel, 1753 Central Avenue. The New Post Chapel is a rectangular one-story brick veneer building with a front-facing gable composition shingle roof with a frame steeple. The building was constructed circa 1914 as a new base chapel and was rented to Sullivan's Island Baptist Church in 1947. The Church purchased the building in 1949 and replaced its original asbestos shingle siding with brick veneer.

Commissary Storehouse, 1504 Middle Street. The Commissary Storehouse is a rectangular 1-1/2 story frame building on a raised brick foundation and with a side gable slate roof with two oversized gable dormers on each face. The building was constructed circa 1905 as part of the Commissary storehouse complex for Fort Moultrie and was converted for use as apartments after the fort was deactivated. Alterations to the building's exterior have generally be limited to the replacement of most window sash with later horizontal two-over-two light sash.

Bakery, 1603 Middle Street. The Bakery was constructed as a rectangular one-story frame building with a side gable slate roof. Recent alterations and additions have substantially compromised its historic appearance and the building no longer retains integrity.

Dispensary/ Provost Marshall's Office, 1617 Middle Street. The Provost Marshall's Office/Dispensary is a rectangular one-and-one-half story frame building with a hipped slate roof with decorative exposed rafter ends. The building faces east onto Station 16 Street and has a central entrance with transom within a hipped entrance-bay porch with wood columns on brick pedestals. The building was built circa 1900 as the Dispensary for Fort Moultrie and is shown as such on 1901 and 1915 maps of the fort. It was later converted for use as the Provost Marshall's Office. Recent alterations, including the addition of dormers and a roof deck have detracted from the historic appearance of the building yet it retains its overall character and integrity.

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Ordnance Storage and Office, 1514 Middle Street. The Ordnance Storage Building and Office was built as a rectangular one-story building on a raised brick foundation. Recent alterations have included the addition of two oversized dormers similar to those found on the Commissary Storehouse and the complete replacement of siding and windows. While the appearance of the building remains compatible with the surrounding historic military-related buildings, as remodeled it no longer retains integrity.

Quartermaster's Office, 1618 Middle Street. The Quartermaster's Office is a rectangular one-story frame building with a side gable slate roof. The building was constructed circa 1915 and was converted into three apartments after the fort was deactivated. The building retains its overall historic exterior appearance and detailing.

Quartermaster's Warehouse, 1610 Middle Street. The Quartermaster's Warehouse is a rectangular one-story brick building with a side gable composition shingle roof. A series of cargo openings open onto concrete loading docks that extend along the south and north elevations. The building was constructed circa 1930 as the Quartermaster's Warehouse. The building is essentially intact with the exception of window coverings that were installed in recent years.

Quartermaster's Warehouse, northeast corner of Thompson Avenue and Station 16. The Quartermaster's Warehouse is an H-shaped one-story brick building with a hipped composition shingle roof with decorative exposed sawn rafter ends. The building was constructed circa 1915 as the Quartermaster's Warehouse and was converted for use as the Sullivan's Island Town Hall circa 1970. Despite alterations which include the infilling of several openings and the installation of replacement windows, the building continues to reflect enough of its historic character to be recognizable as one of the island's military-related resources.

Quartermaster's Dock, off the north end of Station 16. The quartermaster's dock is a woof frame dock structure that extends into the water off the north end of Station 16. A one-story frame building with a side gable V-crimped metal roof is located at the east side of the dock. A dock was located at this site as early as 1901 when the "Store House Wharf" is shown on a map of Fort Moultrie. This present dock appears to represent a circa 1915 remodeling or replacement of the earlier dock.

Electric Shop, 1712 Thompson Avenue. The Electrical Shop is a rectangular one-story frame building with a front-facing gable composition shingle roof. The building faces south onto Thompson Avenue and has a three by seven bay core with a full façade hipped porch. The building was built circa 1925 as part of Fort Moultrie's maintenance complex and was converted into apartments after the fort was deactivated in 1947. The building was altered after Hurricane Hugo with the replacement of its former slate roof with composition shingles and by the installation of synthetic siding. Despite the alterations, the building continues to reflect enough of its historic character to be recognizable as one of the island's military-related resources.

Garage Area Building, 1730 Thompson Avenue. The Garage Area Building is a rectangular one-story brick building with a side gable composition shingle roof. The building faces south onto Thompson Avenue and has a seven by one bay core with a modern rear L addition. The building was built circa 1915 as part of Fort Moultrie's maintenance complex and was converted into apartments after the fort was deactivated in 1947. Former garage openings were infilled with windows and doors at that time. Despite the alterations, the building continues to reflect enough of its historic character to be recognizable as one of the island's military-related resources.

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Truck Repair Ramps, northeast corner of Thompson Avenue and Inlet Drive. The truck repair ramps were two reinforced concrete ramps upon which trucks could be driven for service. Both ramps have now been demolished.

Reservoir, Middle Street, East of Station 17. The reservoir consists of a large partially underground cistern with a modern frame pump station on an older concrete foundation. The reservoir was constructed as part of the fort's water supply circa 1905 and has since been converted for use by the town's water department.

Subtype: Fortifications

The military fortifications on Sullivan's Island include old Fort Moultrie (National Monument), a brick and earthen fort constructed in 1809-1811, and a series of later reinforced concrete fortifications constructed in the late 1890s. The latter fortifications were constructed as part of a nationwide system of coastal defenses that was developed in 1885 by a board headed by then-Secretary of War William C. Endicott. Fortifications constructed on the island during this period included Battery Bingham, with two rapid fire guns; Battery McCorkle, with three rapid fire guns; Battery Lord, with two guns; Battery Jasper (part of Fort Moultrie National Monument), with four 10" disappearing rifles; Battery Logan (part of Fort Moultrie National Monument), with two 6" guns and one disappearing rifle; Battery Thomson (National Register) with two 10" disappearing rifles; Battery Gadsden (National Register) with four rapid-fire guns; and Batteries Pierce Butler and Capron with sixteen mortars. Of these fortifications, Batteries Gadsden, Jasper, Logan, Pierce Butler, Capron, and Thomson, survive.

Battery Gadsden. Battery Gadsden is located along the south side of l'on Avenue south of its intersection with Station 20-1/2 and consists an irregular-shaped concrete fortification with two gun emplacements An additional reinforced structure to the northeast that has been adapted for use as a library. Battery Gadsden was constructed between 1904 and 1906 and named for Brigadier General Christopher Gadsden. The fortification was originally armed with four six-inch guns mounted on pedestals.

Battery Jasper. Battery Jasper (1898), located along the south side of Pope Avenue between Hennesy Street at Station 13, is a large reinforced concrete fortification with four gun emplacements that originally supported ten-inch disappearing rifles. The disappearing rifle was developed in the 1890s after technological advances made possible breech loading artillery. The gun would rise above the fortification for firing and then recede back below the wall of the battery, thus protecting it from the relatively flat fire of contemporary warships. Battery Jasper retains a contributing detached brick power house.

Battery Logan. Battery Logan (1903), located along the south side of Pope Avenue just east of Station 16, is a reinforced concrete fortification with two gun emplacements that originally supported a six-inch barbette rifle and a six-inch disappearing rifle.

Battery Pierce Butler/Battery Capron. Battery Pierce Butler/Battery Capron are located north of Middle Street between Station 20-1/2 and Station 22. Constructed in 1900 as mortar batteries, each of the batteries' four emplacements contained a cluster of four twelve-inch mortars. The batteries are recessed into a large earthen mound and are connected by underground passages with observation towers and a brick powerhouse. In recent years, the batteries have been infilled with dirt to prevent people from falling into the batteries.

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Battery Thomson. Battery Thomson is located along the south side of I'on Avenue just east of Battery Gadsden and consists an irregular-shaped concrete fortification with two gun emplacements Battery Thomson was constructed between 1901 and 1906 and named in honor of Col. William Thomson. The fortification was originally armed with two ten-inch disappearing rifles.

Fort Marshall Gun Batteries. The three Fort Marshall gun batteries were constructed between 1930 and 1944 on the approximate site of the Revolutionary War breastwork where Col. William Thomson and 780 men of the 3rd Regiment of Rangers fought of an attack by 2,200 British soldiers under the command of General Henry Clinton. Each of the batteries is a reinforced concrete structure set within an earthen mound, originally with an open face along their south side facing the ocean. Each battery housed a single seventy-ton gun with a fifty-five foot long barrel and a sixteen-inch bore capable of firing thirty miles out to sea. Each of the fortifications were sold to private owners in the 1950s and early 1960s who converted them into residences.

With the exception of the three gun emplacements at Fort Marshall and the mortar batteries Pierce Butler and Capron, all of the island's historic military fortifications are either part of the Fort Moultrie National Monument or have been listed in the National register. Batteries Pierce Butler and Capron were intact at the time of the 1987 historic sites survey but have since been infilled with dirt to prevent people from falling in to their deep concrete pits. Despite this alteration, the batteries represent important archaeological resources. The three gun emplacements at Fort Marshall were sold to private owners in the 1950 and subsequently converted into residences. The architectural integrity of each of the structures was compromised by the infilling of their open front walls. In recent years, the settings of each of the resources has been further compromised by the construction of modern houses on their lots and the partial excavation of side of one of them for a swimming pool.

Significance

The military-related historic resources of Sullivan's Island are significant under National Register Criterion A, C and D. The resources are historically significant as they reflect the island's traditional role in the defense of Charleston harbor with military facilities having been constructed here as early as 1674 and continuing through World War II. In addition, the surviving resources reflect three distinct eras of coast fortifications: the older Fort Moultrie having been constructed in 1809 to 1811; many of the resources being part of a larger national coastal defense network that was constructed between 1897 the early twentieth century as part of the Endicott System; and additional resources representing the additional build-up that occurred during World War II. Architecturally, the military-related resources are typical of national trends and standardized planning that was occurring during their periods of construction. At least one of the identified military-related resources is also archeologically significant due to its having been partially infilled with earth in recent years to prevent accidents that might have occurred due to its steep concrete wells in which mortar batteries were historically set. The period of significance for the the military-related historic resources of Sullivan's Island dates from 1809 when the earliest portions of Fort Moultrie were constructed through 1945 when the last of its contributing extant buildings was constructed.

With the exception of old Fort Moultrie and the artillery emplacements at Fort Marshall, all of the military-related resources on Sullivan's Island were constructed during the expansion of Fort Moultrie that occurred between 1897 and 1945 that occurred as part of the nationwide Endicott System of coastal defenses. The Endicott System was conceived in 1885 by a board headed by the Secretary of War William C. Endicott. The plan called for the creation of a series of twenty-nine coastal defense locations armed with mortars, artillery,

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and mines. Work on the Sullivan's Island fortifications commenced in 1897 when the Spanish-American War prompted the implementation of the Endicott Board's entire plan. President Theodore Roosevelt's belief in the importance of a strong fleet required a capable system of coastal fortifications. In 1902, the federal government took possession of much of the land between Stations 12 and 18 for the expansion of the fort. Numerous dwellings and support facilities were constructed there between 1902 and 1945.

Despite some modern infill development, the spatial arrangement of the buildings constructed at Fort Moultrie during the late nineteenth and early twentieth century remains readily apparent. The bulk of the residential buildings couple with the former Post Exchange Building and Post Chapel to form the core of the Sullivan's Island Historic District that was identified as being potentially eligible for the National Register in 2003. Remaining buildings in the district include two houses built within the confines of the former fort shortly after the land was privatized in 1947 and a series of houses outside the former fort that continue to represent the pattern of non-military resort development that traditionally occurred on this part of the island.

Registration Requirements

In order to qualify for listing in the National Register as part of this property type, resources must have been historically associated with the development of coastal defenses on Sullivan's Island during the period from 1809 through 1945. The resources must be intact examples of one of the identified subtypes: 1) Residential; 2) Quartermaster's and Support Facilities; or 3) Fortifications.

Subtype: Residential. To be eligible for registration under Criterion A or C, a resource should retain its historic form, overall architectural detailing, and continue to possess materials that evoke the period of construction or historic alteration of the resource.

Subtype: Quartermasters and Support Facilities. To be eligible for under Criterion A, a resource must be associated with the development of coastal fortifications on Sullivan's Island and retain elements of its historic design, appearance, and detailing sufficient to convey a sense of its historic function. To be eligible for under Criterion C, the resource should retain its overall historic design, appearance, and detailing and the setting of the resource should be such that modern development does not directly encroach on the site.

Subtype: Fortifications. To be eligible for under Criterion A, a resource must be associated with the development of coastal fortifications on Sullivan's Island and retain elements of its historic design, appearance, and detailing sufficient to convey a sense of its historic function. To be eligible for under Criterion C, the resource should retain its overall historic design, appearance, and detailing and the setting of the resource should be such that modern development does not directly encroach on the site. To be eligible under Criterion D, a resource must be able to yield information on the historic function of coastal defenses and retain its original materials and configuration.

Integrity

Assessing the integrity of historic resources on Sullivan's Island must take into consideration the circumstances of its coastal climate conditions. The humid subtropical climate, typically hot sunny conditions, and prevailing ocean winds are particularly harsh on the island's mostly wood framed and clad buildings, resulting in the need to periodically replace weathered or deteriorated materials. In addition, the island has

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been hit by major hurricanes in 1893, 1911, 1916, 1940, 1959, and 1989, all of which caused significant damage to buildings and their material components.

Location: The significant buildings and landscape features of the property must retain their historic location.

Design: The layout of buildings and of the surrounding lands should exhibit an organizational pattern that is characteristic of the historic development and use of the property.

Setting: The resource should continue to be sited on its property as it was historically and should retain a continuity of its visual relationship to its streetscape. New construction that alters this relationship can adversely impact integrity of setting.

Materials: Due to the harsh climatic conditions and frequency of hurricanes, considerable cyclical replacement of materials is commonplace to all resources on Sullivan's Island. Houses on Sullivan's Island will be considered to retain integrity of materials where they retain a substantial percentage of original materials or materials that are more than fifty years old, or where modern replacement materials match documented historic conditions in material, design and workmanship.

Workmanship: The military related resources on Sullivan's Island were typically well built by qualified craftsman utilizing excellent materials. A resource will retain integrity of workmanship as long as original workmanship remains evident or where later workmanship is consistent with historic workmanship.

Feeling: Integrity of feeling gives a property its sense of time and place. Each historic resource on Sullivan's Island should evoke its own feeling - its connection with the past, and its place in the overall history of the area.

Association: A property should have integrity of association, the relationship between the place and its chain of owners and its community.

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F. Associated Property Types

1. Name of Property Type: Religious Buildings

2. Description

Four historic religious buildings were recorded in the 1987 historic resource survey and remain in existence. Two of these buildings were originally constructed as part of Fort Moultrie: 1) Holy Cross Episcopal Church/Post Chapel at 1401 Middle Street; and 2) the New Post Chapel (later Sullivan's Island Baptist Church) at 1753 Central Avenue. The Holy Cross Episcopal Church is a rectangular stone Gothic Revival style building with a corner bell tower and pointed arched windows. Constructed in 1891, it was taken by the federal government in 1902 and converted for use as the Post Chapel for Fort Moultrie. The building has recently been converted for use as a residence. The New Post Chapel is a rectangular one-story brick veneer building with a front-facing gable roof with a steeple. The building was constructed circa 1914 as a new base chapel and was rented to Sullivan's Island Baptist Church in 1947. The Church purchased the building in 1949 and replaced its original asbestos shingle siding with brick veneer.

Stella Maris Catholic Church, 1204 Middle Street, is a rectangular stucco Gothic Revival style building with a prominent central front bell tower. The cornerstone for the church was laid in 1869 and the building was completed in 1873. The building was designed by noted Charleston architect John Henry Devereaux.

The Chapel of the Holy Cross, 2520 Middle Street, was constructed in 1907-1908 for the island's Episcopal congregation after the government condemned their earlier building. Also on the Gothic Revival style, this stone building has a corner bell tower.

Significance

The church buildings of Sullivan's Island are architecturally significant as examples of period church architecture. Three of the island's church buildings were constructed of masonry and were stylistically among the island's most prominent buildings. Two of the churches are also historically significant due to their historic relationship to Fort Moultrie.

Registration Requirements

The 2003 and 2005 updates to the 1987 historic resource survey evaluated the National Register eligibility of the island's churches as follows:

1) Holy Cross Episcopal Church/Post Chapel, 1401 Middle Street. Due to alterations made during its recent conversion to a residence, the Post Chapel no longer retains integrity and is not individually eligible for listing in the National Register. It is not located in any of the potential National Register districts that were identified. The most notable alteration included the removal of the upper portion of the bell tower and the installation crenelations.

2) New Post Chapel, 1753 Central Avenue. The New Post Chapel was considered not to be individually eligible for the National Register due to alterations that occurred after it was sold to a local church in 1949. These

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alterations included the installation of a brick veneer. However, the New Post Chapel was identified as a contributing resource to the Sullivan's Island Historic District that was identified in the study.

3) Stella Maris Catholic Church, 1204 Middle Street. Stella Maris Catholic Church was identified as being individually eligible for the National Register and a contributing resource to the Moultrieville Historic District.

4) The Chapel of the Holy Cross, 2520 Middle Street. The Chapel of the Holy Cross was identified as being individually eligible for the National Register and a contributing resource to the Atlanticville Historic District.

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F. Associated Property Types

Name of Property Type: Schools

Description

One historic school building was identified in the historic sites survey. The Sullivan's Island Graded School at 2302 Middle Street, is a one-story frame H-shaped school building with a hipped composition shingle roof with cross gables. The building was constructed in 1925 as a school and was later converted for use as a church in 1955 and later converted into apartments.

Significance

The Sullivan's Island Graded School represents the only extant historic school building on Sullivan's Island. Despite alterations that included the installation of asbestos shingle siding, the building retains much of its historic appearance and detailing.

Registration Requirements

The 2003 and 2005 updates to the 1987 historic resource survey evaluated the National Register eligibility of the school as follows:

1) Sullivan's Island Graded School, 2302 Middle Street. The Sullivan's Island Graded School was considered not to be individually eligible for the National Register due to exterior alterations that included the installation of a asbestos shingle. However, the Sullivan's Island Graded School was identified as a contributing resource to the Atlanticville Historic District that was identified in the study.

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F. Associated Property Types

Name of Property Type: Bridges

Description

One historic bridge was identified in the historic sites survey. The Ben Sawyer Bridge, located at Station 22-1/2 across the intracoastal waterway, is a steel swing bridge that was constructed circa 1945. The bridge is one of the last remaining swing bridges in South Carolina.

Significance

The Ben Sawyer Bridge is the only historic bridge remaining that services Sullivan's Island. It is also significant as one of the few swing bridges remaining in the state.

Registration Requirements

The 2003 and 2005 updates to the 1987 historic resource survey evaluated the National Register eligibility of the bridge as follows:

1) Ben Sawyer Bridge. The Ben Sawyer Bridge is individually eligible for the National Register due to its historical role as the primary road access to Sullivan's Island and architecturally as a rare example of a swing highway bridge in South Carolina.

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G. Geographic Data.

The Historic Resources of Sullivan's Island includes the entire physical boundary of the Town of Sullivan's Island including the footprint of the Ben Sawyer Memorial Bridge. The island covers an area of 2.4 square miles.

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H. Summary of Identification and Evaluation Methods

This nomination was developed as part of an ongoing survey and documentation effort that began in 1987.

1987 Historic Sites Survey

The Town of Sullivan's Island commissioned a historic resource survey of Sullivan's Island in 1987. Completed by Preservation Consultants, Inc. of Charleston, the survey recorded 360 resources and identified three potential National Register districts. Fieldwork for the survey was completed by David B. Schneider, Sarah Fick and John Laurens. For each site recorded, a field survey form was completed that described the site's physical features and any historical information that was available. The sites were also mapped and a survey report was completed detailing the result of the survey and providing a narrative of the island's development.

Three potential historic districts were identified in the 2002/2003 study. The Sullivan's Island Historic District, the largest of the districts, included many of the "Fort Moultrie Related Structures" identified in the 1987 historic sites survey as well as additional adjacent properties that had been identified as part of a "Sullivan's Island Historic District." The Moultrieville Historic District included the surviving portion of the "Moultrieville" district recommended in 1987. A third district, the Atlanticville Historic District, located toward the center of the island, included a portion of the district identified in 1987 as the "Sullivan's Island Historic District."

1990 Hurricane Hugo Damage Assessment

Hurricane Hugo caused significant damage to the island's historic resources in September 1989. In 1990, Preservation Consultants, Inc., with Sarah Fick serving as the principal surveyor, completed a follow-up assessment of Sullivan's Islands historic resources to assess changes caused by the storm. All of the sites recorded in 1987 that were included in one of the potential historic district were evaluated. For each site, a survey form describing storm damage was completed and one or more photographs were taken. The report stated that "the loss of historic structures on Sullivan's Island is staggering" and noted that by April 30, 1990 buildings had been demolished on more than 13 percent of the sites evaluated. The report also noted that two additional buildings were removed prior to the completion of the report and that "at least five more will be removed as insurance and contractor's estimates are finalized."

2003 Historic Sites Survey Update

In 2002, the Town of Sullivan's Island engaged Cooper Consulting, Inc. to complete comprehensive update of the island's zoning ordinance. David B. Schneider of Schneider Historic Preservation, LLC participated in the project and completed a historic preservation plan. As part of the preservation planning component, Schneider completed an update of the 1987 historic sites survey in the winter of 2002 and spring of 2003. The project included the creation of a database into which information from the 1987 survey, the 1989 Hurricane Hugo Damage Assessment and current information was entered. Photographs from each of these studies were digitized and entered into the database allowing for a comparison to be made in the field between 1987, 1990 and 2003 conditions.

Due to the scope of work for the 2003 project, the fieldwork was limited to a "windshield survey" methodology. Each site included in the 1987 survey was revisited and information about its present condition was recorded. New digital photographs were taken of each site regardless of whether or not the resource recorded in 1987

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remained. The results of the survey indicated the disturbing fact that development that has occurred since Hurricane Hugo has added significantly to the substantial loss of historic resources on the island. The 2003 survey noted that 114 of the 360 sites recorded in 1987 have now been lost, 84 of which have been demolished and 30 which have been altered to the point where they no longer resemble their historic condition.

In addition to the sites recorded in 1987, the 2003 project surveyed an additional 41 resources. These sites typically include properties that were excluded from the earlier survey either because of limitations to its scope, because they have become 50 years old since 1987, or were otherwise previously excluded.

The 2003 survey also made assessments regarding the potential eligibility of the island's resources for various levels of designation. A Historic Resource Designation Study List was compiled as a preliminary list to serve as a starting point for the community's discussion about setting priorities and implementing tools for the preservation of the island's historic resources. The study recognized that before any historic designation could take place, additional intensive evaluation and documentation would be required for individual resources. The National Register recommendations included in the list and indicated on the Field Evaluation Map were reviewed on site with a staff member from the South Carolina Department of Archives and History (SCDAH). The site visit resulted in a general concurrence that the resources recommended for designation were worthy of further evaluation.

Historic Preservation Ordinances

The historic preservation plan spelled out the town's urgent need to adopt some form of historic preservation mechanism. This prompted the Town of Sullivan's Island to adopt the Historic Preservation and Design Review Board Articles of the proposed revised zoning ordinance as stand-alone additions their existing zoning ordinance in the fall of 2004. The complete revision of the zoning ordinance itself was ratified by Council on May 17, 2005.

National Register Nomination

In the fall of 2005, the Town of Sullivan's Island contracted with Schneider Historic Preservation, LLC to complete National Register nominations for the historic districts identified in 2002/2003. On December 2, 2006, members of the historic preservation staff of the South Carolina Department of Archives and History toured the potential districts. As a result of this meeting, the boundaries of each of the proposed districts were adjusted and a decision was made to proceed with the Multiple Property Documentation format for the nomination. A small collection of buildings that were historically related to the Fort Moultrie Quartermaster's facilities were subdivided from the west end of the Sullivan's Island Historic District primarily due to modern intermediate development. The additional resulting district has been named the Fort Moultrie Quartermaster's Historic District.

The following historic resources on Sullivan's Island are presently listed in the National Register:

- Fort Moultrie (a National Monument)
- Battery Jasper and Battery Logan (associated with the National Monument)
- Dr. John B. Patrick House, 1820 Middle Street
- U.S. Coast Guard Historic District.
- Battery Thomson
- Battery Gadsden

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